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HERITAGE STATEMENT

POWER HALL, SECURITY CAMERA
SCIENCE + INDUSTRY MUSEUM

REVISION	
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ARCHITECTURE + HERITAGE

AMAZON HOUSE • BRAZIL STREET

MANCHESTER • M1 3PW

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Image: Power Hall, Science and Industry Museum, Manchester.

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1.0 INTRODUCTION

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Image: Power Hall, Science + Industry Museum, Manchester.

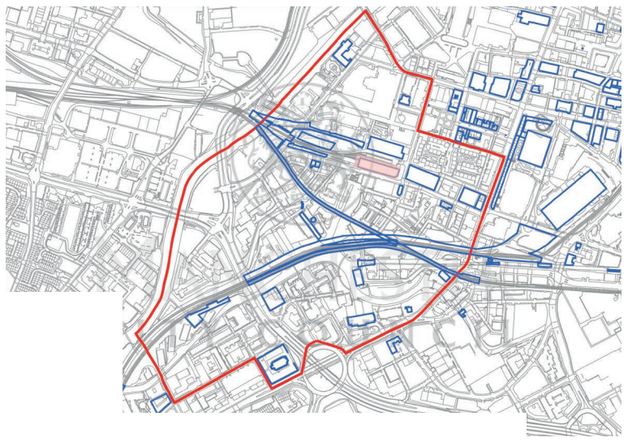
This Heritage Statement accompanies a listed building consent application for the installation of one security camera to the exterior of the Power Hall at Manchester Science and Industry Museum. It was produced by Atelier MB in August 2026 and its author is Laura Jessup, MA History and Theory of Architecture, PGCert. Conservation of the Historic Environment.

A full description of the site and its history is contained within the Conservation Management Plan produced in 2007 by Kathryn Sather.

This document includes a brief overview of history and significance.

2.0 LOCATION + DESCRIPTION

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Images, Above: Castlefield Conservation Area, site highlighted.

The site is located on Liverpool Road, Castlefield, Manchester and is a component part of the Science and Industry Museum's seven-acre site which includes a selection of large-scale buildings and external spaces, including the first inter-city passenger service in the world.

The building is a large footprint red-brick property with some stone dressings. Internally, the man features are the exposed timber trusses and the columns. Access is via large arched openings and interior space is divided into two bays, with the hall running to 108 metres in length. A comprehensive project to enhance and upgrade the facades and the gallery space has recently completed. A large external gantry remains along with adjacent cranes. The Power Hall opened as part of the museum in 1983, holding the museum's collection of engines and is an key part of the gallery experience.

The building is Grade II listed and an extract from the listing description is included here.

SJ8397NW
698-1/30/218
MANCHESTER
LIVERPOOL ROAD (North side)
Power Hall of Museum of Science and Industry
GV II

Railway goods transfer shed, now museum exhibition hall. 1855, for London and North Western Rail-way. Red brick with some sandstone dressings, hipped slate roof. Very long rectangular plan parallel to street, with wide splayed corner and short return to Lower Byrom Street. Single storey, 6:7:4 blind windows with wagon entrances between these groups and another in the splayed corner; round-headed blind windows with stepped surrounds and raised stone sills, large square-headed wagon doorways with flat-arched heads and stone fenders at the bases of the jambs (formerly furnished with sliding wooden doors but now glazed); continuous brick frieze with simplified corbel table and white brick band, brick parapet with stone coping. Three-bay return side similar.

Includes offices at the W end with four pairs of arched windows with keystones and shared stone sills to each of the two storeys, which are separated by a dentillated string course (formerly eaves, prior to the addition of the first floor). Rubbed-brick arched doorway on Liverpool Road with stone open pediment above retains timber double doors and later fanlight. Four-pane timber sash windows to front and rear elevation (some to rear altered during conversion to museum). Modillioned timber box gutter, central four-pot chimney stack and two-pot end stack. Rear (N) wall has carriage stones at each corner. Office interior said to retain fireplaces and cornices.
Listing NGR: SJ8315597820

3.0 HISTORY + SIGNIFICANCE

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Images, above: The corner of Liverpool Rd/ Lower Byrom St, 1975.
Below: The Power Hall following conversion to Science + Industry Museum, 1984.

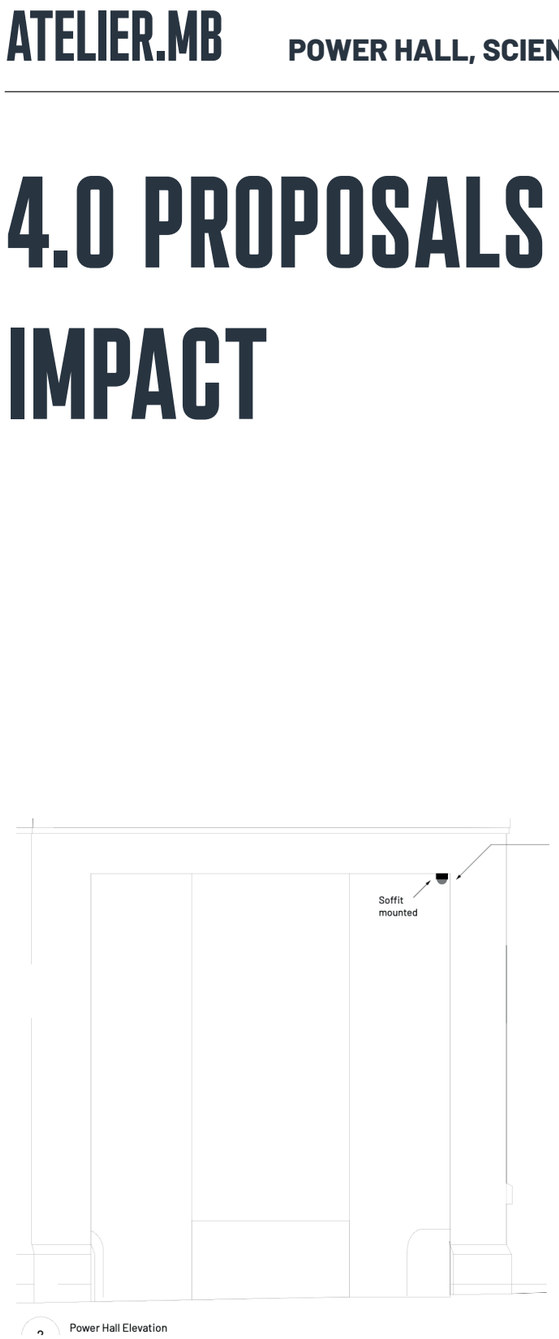
The Grade II listed building was constructed in the mid-19th century as a shipping shed providing trans-shipment between carts and rail wagons.

Architecturally it is of moderate significance being an historically important example of a specific railway and industrial architectural typology dating from the Victorian era, a key period in the growth of rail transport when the passenger services had been replaced with goods services. Its large scale not only contributes to its presence as a landmark in the area, it reflects the expansion of rail transport, and of the city as a centre of industry and trade.

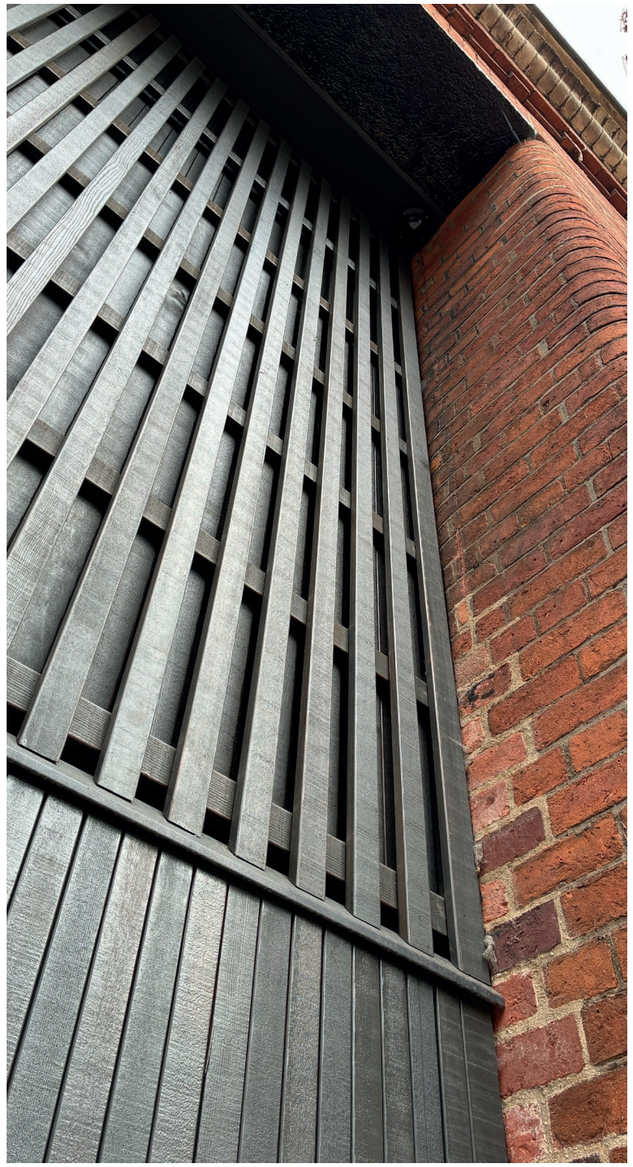
The Power Hall has a high group value as component of the unique estate of buildings at Liverpool Road. The museum is a well-known and well-used visitor destination and learning resource within the city, experienced by a large number of people. It has a high communal value. The building and wider site form are a key part of, and major positive contributor to, the Castlefield Conservation Area.

4.0 PROPOSALS + IMPACT

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Images: Drawing showing camera location.



Images: Location of camera attached to soffit, (top right hand corner).

Proposal: Security camera fixed to external soffit, located on the angled corner of Liverpool Road and Lower Byrom Street.

Impact upon significance: Negligible. The timber soffit is non-historic, being added as part of recent works. Fixings are not penetrating any historic fabric. The camera has been positioned tight to the corner of the recessed opening, and is not readily noticeable from street level. The proposal is not considered to exert any level of harm upon the heritage significance of the building.

5.0 PLANNING CONTEXT

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National Policy

National policy for planning, including legislation related to heritage is contained within the NPPF (National Planning Policy Framework).
Paragraph 207 states that in determining applications, local authorities should require an applicant to describe the significance of any heritage assets. This statement meets that requirement.

Paragraph 210 states that in determining applications, local planning authorities should take account of:

a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

c) the desirability of new development making a positive contribution to local character and distinctiveness.

212 When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).

Local Policy

Local policy reflects principles established in the NPPF and is contained within the Local Development Framework Core Strategy, 2012. Of particular relevance are CC9, which states that development should preserve or enhance listed assets; and EN3 which states the Council will encourage development that complements and takes advantage of historic and heritage features of neighbourhoods.

Places for Everyone is Greater Manchester's joint development plan. Policy JP-P2 relates to heritage and states that particular consideration will be given to ensuring 'the significance of key elements of the historic environment which contribute to Greater Manchester's distinct identity and sense of place are protected from harm' and that positive management and integration of heritage should be informed by 'delivering positive benefits that sustain and enhance the historic environment as well as contributing to the economic vitality, accessibility and environmental quality of a place.'

Proposals are considered to accord with both local and national planning policy.

6.0 CONCLUSION

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The proposals have been designed to achieve security for the listed building, with minimal intervention. Proposals are necessary, appropriate, and proportionate. There is no harm to the integrity of the asset, nor to its significance, as a result of these works. Overall, the proposals are considered to be safe-guarding measures and will positively enhance the listed asset, by reducing potential risk to the building and its users.

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